

AMENDMENTS TO THE SPECIFICATION

Amend paragraph 6 on page 2 of the Specification as follows:

[0006] With cylinder deactivation employed at idle and the resulting improvement in combustion stability, the engine camshaft designer is free to increase the valve overlap area to more fully optimize WOT torque and power, and road load fuel economy and emissions. With the idle constraint reduced significantly, the optimum overlap area/lobe center spacing can be accurately determined with extensive engine testing and analysis to provide an increased torque curve and reduced road load fuel consumption and emissions simultaneously. As used in the claims, the phrase "high fixed intake and exhaust valve overlap" is intended to encompass a range of intake/exhaust valve opening overlap areas greater than that which would provide acceptable engine idle quality in a particular vehicle engine with all cylinders firing.